

Amendments to the Specification

1. Please amend the following paragraphs as indicated below:

[0011] ~~Modern~~ Modern supercharging and fuel injection methods can overcome many of the limitations previously associated with two-stroke engines, making a two cylinder two-stroke engine a viable alternative to a four cylinder four-stroke engine. A two cylinder two-stroke engine has the same ignition frequency as a four cylinder four-stroke engine. If the two-stroke engine provides a mean effective pressure 2/3rds that of the four-stroke, and the effective displacement volume of each cylinder of the two-stroke is increased to 3/2 that of the four-stroke, then the two engines should produce comparable power output. The fewer but larger combustion chambers of the two-stroke would be a better configuration for improvement of combustion efficiency and reduction of raw emissions; the two-stroke could also dispense with the valves of the four-stroke engine, thus permitting greater flexibility in combustion chamber design.

[0135] In an embodiment of the present invention, the spark ~~tiring~~ timing is adjustable by adjusting the relative axial position of the stationary contact 188. An earlier spark timing is obtained by moving the stationary contact 188 closer to the moving contact 186, whereas a retarded spark timing is obtained by moving the stationary contact 188 further away from the moving contact 186.

2. Please edit the abstract as indicated below:

A clean replacement sheet showing the amended abstract on a separate page is attached after page 17 of this paper.

ABSTRACT

A two-stroke An internal combustion engine is disclosed having opposed cylinders, each cylinder having a pair of opposed pistons. [,] with all All the pistons may be connected to a common central crankshaft. The inboard pistons of each cylinder are may be connected to a common joint on the crankshaft with pushrods and the outboard pistons are may be connected to a common joint on the crankshaft with pullrods. Each opposed cylinder further comprises may include an integrated scavenge pump for providing positive intake pressure. This configuration results in a compact engine with a very low profile, in which the free mass forces can be substantially balanced. The engine configuration also allows for asymmetrical timing of the intake and exhaust ports through angular positioning of the journals on the crankshaft.